

# The China Mail.

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號二月一十年三十八百八千一英

HONGKONG, FRIDAY, NOVEMBER 2, 1883.

日三初月十年未癸

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 4. GORDON & GOTTCH, 30, Cornhill, E.C. 4. BATES HENDY & CO., 37, Watlington, E.C. 4. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & FRANGE, 30, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAR & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Agents, Singapore. O. HEINSEN & CO., Manila.

CHINA.—MACAO, MESSRS. A. DE MELLO & CO. SINGAPORE, QUELOR & CO. AMOY, WILSON, NICHOLS & CO. PEKING, HEDDERLEY & CO. SHANGHAI, LANE, CRAWFORD & CO. AND KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$3,000,000.  
INTEREST received on New Shares, 025,765.62  
RESERVE FUND, \$2,500,000.  
INTEREST on New Shares, 008,336.43  
\$3,108,336.43

## COURT OF DIRECTORS.

Chairman—Wm. RENNIE, Esq.  
Deputy Chairman—W. S. YOUNG, Esq.  
H. L. DALRYMPLE, Esq.  
A. P. MORRIS, Esq.  
W. M. FORBES, Esq.  
F. D. SASSOON, Esq.  
A. GILFILLAN, Esq.  
H. F. B. JOHNSON.

## CHIEF MANAGERS.

Hongkong.—THOMAS JACKSON, Esq.  
Shanghai.—EWEY CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

ON Current Deposit Accounts at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " " "  
" 12 " 5 " " " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

## T. JACKSON,

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, August 25, 1883.

## Notices of Firms.

## NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this place and all Communications should be addressed to them.  
Messrs. RUSSELL & Co. will also Act as Agents at this place for our line of Steamers.

## GEO. R. STEVENS & Co.

Hongkong, August 1, 1883.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE.

THE Undersigned has resumed Charge as Secretary of the Society.

## By Order of the Board,

N. J. EDE, Secretary.  
Hongkong, October 29, 1883.

## Intimations.

A GENTLEMAN who has had long and varied experience in COMMERCIAL BUSINESS and is quite competent to take charge of BOOKS, PAPERS, Correspondence on the GENERAL MANAGEMENT of an Office—is open to a re-engagement in China, at the end of the year—Unexceptionable References.—Address "DELTA," Post Office, Amoy.  
October 23, 1883.

### HONGKONG & SHANGHAI BANKING CORPORATION.

THE THIRD CALL of \$10 Sterling per SHARE on the 20,000 SHARES, NEW ISSUE of this Corporation, will fall due on the 30th SEPTEMBER CURRENT, in London, Calcutta, Bombay, Shanghai and Hongkong. Registered Shareholders entitled to NEW SHARES, are requested to Pay, at the respective Offices, the above Call or its equivalent in the Currency of the above-mentioned places.

Provisional Certificates are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank. HOLDERS of PROVISIONAL CERTIFICATES, when paying this Call, will please send same to this Office to be endorsed.

The Rate of Exchange for Hongkong is fixed at 3/7½, or \$54.70 per Share. Interest at the Rate of 7 per Cent. Annually will be Charged on Calls unpaid on the 30th SEPTEMBER.

## By Order of the Court of Directors,

T. JACKSON, Chief Manager.  
Hongkong, September 19, 1883.

## Intimations.

### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A Second and Final BONUS of Five per cent. on Contributions, and a DIVIDEND of EIGHTEEN DOLLARS and TWENTY-NINE CENTS per Share for the year 1882, will be Payable on MONDAY, the 22nd Instant.

By Order of the Board,  
DOUGLAS JONES, Acting Secretary.  
Hongkong, October 22, 1883.

### PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

## QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

ARRANGEMENTS have been made for passing the Company's Steamers through the SUEZ CANAL in QUARANTINE, thus avoiding any detention in Egypt. The Forward Mails are now being landed at VENICE, but the QUARANTINE which is still imposed at this and all other CONTINENTAL PORTS prevents the landing of Passengers, and those travelling by the Company's Steamers are advised to remain on board the Vessel which calls at MARSEILLES en route—stoppage a few hours only to discharge Cargo—and proceed in her direct to LONDON, thus avoiding all QUARANTINE delays and inconveniences.

The Passages of the Steamers will be accelerated, and they will not call at MALTA or GIBRALTAR.

## E. L. WOODIN,

Acting Superintendent.  
Hongkong, September 6, 1883.

### CHINA FIRE INSURANCE COMPANY, LIMITED.

## ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Board,  
JAS. E. COUGHTRIE, Secretary.  
Hongkong, September 1, 1883.

### BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

Rates to London:—  
Subject to 5% Dis.

Tea and Silk from H.K. 10s. 6d.  
Other Merchandise from Hongkong 10s. 6d.  
Tea and Silk from Canton (transhipment at H.K.) 21s. 10s.  
Other Merchandise from Canton (transhipment at Hongkong) 10s. 6d.

Goods for New York via Suez Canal, 1% over rates to London.  
Goods for New York via Suez Canal, transhipment in London, 1% over rates to London.

Silk for Marseilles, 1% under rates to London.

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Silk for Marseilles, 1% under rates to London.

## For Sale.

### LANE, CRAWFORD & Co.

## HAVE RECEIVED THE FOLLOWING NEW GOODS:

FENDERS and FIRE-IRONS. NEW FIRE-GUARDS and COAL VASES, KEROSENE COOKING STOVES. HINK'S "DUPLIX" TABLE LAMPS in New Designs, New FOLDING LAMP SHADES, LINEN "DAGMAR" SHADES. "SARATOGA" TRUNKS and LADIES' DRESS TRUNKS, TRAVELLING BAGS and HOLD-ALLS, DESPATCH BOXES and PORTFOLIOS. New "SLIDER" PLAYING CARDS, "MOGULS" and "SQUEEZERS," CALL BELLS, SCRAP BOOKS, NEW OFFICE SUPPLIES. CHRISTMAS CARDS in New Price Designs, MENU and NAME CARDS, PORCELAIN MENU TABLETS. ARTISTS' MATERIALS and NEW CANYASES, AIR BEDS and CUSHIONS, NEW CULLETS.

CHERRY'S FELT-HATS in New Shapes and Colours, ELLWOOD'S FELT-HATS on Cork, CRICKETING CAPS and "TAM-O-SHANTER" CAPS. TENNIS SETS, TENNIS BATS, TENNIS BALLS, CRICKET BATS, BALLS and STUMPS, GUNS and SPORTSMAN'S Sundries. COREY'S TOBACCOES, Fresh GOLDEN CLOUD, Fresh BIRDSEYE and MIXTURE, MANILA and PENANG CIGARS. NEW SADDLERY, WHIPS and FLY SWITCHES, CURRY-COMBS and BRUSHES, SADDLES and SADDLE-CLOTHES.

### LANE, CRAWFORD & Co.

Hongkong, October 24, 1883.

## SAYLE & Co.'s SHOW-ROOMS.

## NOW SHOWING EX. S.S. "GLENFRUIN."

FIRST delivery of CHRISTMAS TOYS, WRITING CASES, WORK BOXES, FLUSH FRAMES, JEWEL CASES, &c., &c.

LADIES' and GENTLEMEN'S KID GLOVES in all Colours and Sizes. Fur-lined KID GLOVES. DRIVING GLOVES, CLOTH GLOVES, and MITTS.

LADIES' and CHILDREN'S HOSIERY suitable for the PRESENT SEASON. FURS and FUR TRIMMINGS in great variety.

## TO ARRIVE PER "GLENFLEIGH."

## SPECIALITIES IN CHRISTMAS CARDS.

### SAYLE & Co., VICTORIA EXCHANGE.

Hongkong, November 2, 1883.

## Intimations.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRINCE STREET.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, COCK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882.

## NOTICE.

THE Undersigned have been appointed Agents of the CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

ARNHOLD, KARBURG & Co. Hongkong, October 29, 1883.

## MRS. P. SMITH, PRIVATE TIPPIN ROOMS,

Nos. 8 & 9, Beaconsfield Arcade.

## MEALS & REFRESHMENTS AT ALL HOURS.

TIPPIN ROOMS, BILLIARD ROOM, AND READING ROOM.

N.B.—NO EXTRA CHARGE FOR THE USE OF READING and BILLIARD ROOMS.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to Mrs. P. SMITH, On the Premises, Beaconsfield Arcade.

Hongkong, October 18, 1883.

IT frequently occurs that from damp or otherwise Good Tea is spoiled from the fact of being moist, mouldy, unpalatable to Foreigners' taste and unfit for their use.

This refuse Tea the Lady Superiors of the Italian Convent now comes forward and begs the LADIES and GENTLEMEN to let her have for her numerous Chinese pupils, for whom the sole beverage of luxury is Tea.

Hongkong, September 10, 1883.

## Twelfth Volume of the "CHINA REVIEW."

## Now Ready.

No. 1.—Vol. XII.—OF THE—

## "CHINA REVIEW" CONTAINS—

The Structure of Chinese Characters. Chinese Guilds and their Rules. The Dialect of Yangchow.

China During the Tsin Dynasty, A.D. 264-419.

More on the Origin of the Arabic Numerals. Su Tung P'o in Hainan. Opium and the Smoking Extract.

Notes and Queries. Correspondence. Books Wanted, Exchanges, &c. To Contributors.

Hongkong, September 28, 1883.

## For Sale.

### JULES MUMM & Co.'s CHAMPAGNE.

Quarts, \$18 per 1 doz. Case. Pints, \$19 per 2 doz. GIBB, LIVINGSTON & Co. Hongkong, November 1, 1881.

## NOW ON SALE.

### A CHINESE DICTIONARY IN THE CANTONESE DIALECT,

BY DR. E. J. EITEL. CHONGW OCEANO, PP. 1018.

Hongkong, 1877-1883.

Part I. A-K, \$2.50  
Part II. L-M, \$2.50  
Part III. N-T, \$3.00  
Part IV. Y-Y, \$3.00

A Reduction of ten per cent. will be allowed to purchasers of ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, on Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co. Hongkong, January 16, 1883.

### C. L. THEVENIN, WINE AND SPIRIT MERCHANT,

HONGKONG HOTEL BUILDING, HAS FOR SALE

A FINE ASSORTMENT OF WHITE and RED BURGUNDIES.—GRAND HERMITAGE, CHAMBERLIN, POMMERY, REIMSBOURG, CHATELAIN, PINTS and QUARTS, &c., &c.

OLD PORT, SHERRY, WHISKY, COGNAC, ASSORTED LIQUEURS and SYRUPS, PERFUMERY, &c., &c., &c.

Hongkong, October 17, 1883.

## FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards.

OHIO CHEW, 230, Praya West. Hongkong, June 13, 1883.

## Shipping.

### COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Tramontana," Commandant PASQUALINI, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent. Hongkong, October 27, 1883.

### COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Marseilles," Commandant BLANC, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent. Hongkong, October 27, 1883.

### NOUVELLE COMPAGNIE MARSEILLE LAISE DE NAVIGATION A VAPEUR.

The Steamship "Liban," Commandant LAFITE, will sail on or about the 7th November, for MARSEILLES via SAIGON, SINGAPORE, COLOMBO, ADEN and SUEZ; and will leave to call at PENANG and TUTTORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAYRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a FORWARDING AGENT at Paris, 8, RUE DE ROCHAMONT, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

The line is noted for its cuisine, and beer and table wines are included in the passage money.

RETURN TICKETS are now granted by the Steamers of this Line, available for 6 or 12 months' period, to be reckoned from the date of arrival at Marseilles of the Steamer for which Ticket is issued, to the date of re-embarkation there of the Holder of the Ticket.

Special Rates are arranged for families.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, October 8, 1883.

## Shipping.

### OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship "Telamachus," Captain JONES, will be despatched at Daylight on SATURDAY, the 3rd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 1, 1883.

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR KUDAT AND SANDAKAN. The Co.'s Steamship "Thales," Captain POCOCK, will be despatched for the above Ports on SATURDAY, the 3rd November, at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAPIRAK & Co., General Managers.

Hongkong, October 26, 1883.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship "Achilles," Captain ANDERSON, will be despatched on or about the 5th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 23, 1883.

### FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTZE.)

The Steamship "Glaucopis," Captain JONES, will be despatched as above on or about the 5th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 1, 1883.

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW. The Co.'s Steamship "Dagmar," Captain JONES, will be despatched for the above Ports on TUESDAY, the 6th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPIRAK & Co., General Managers.

Hongkong, November 1, 1883.

### OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship "Belisarius," Captain FREEMAN, will be despatched on or about the 8th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 1, 1883.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship "Ajaia," Captain RIVER, will be despatched on or about the 17th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 1, 1883.

## Sailing Vessels.

FOR NEW YORK. The 3/3 L.L.I. German Ship "Otto,"

FORTEAN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, November 1, 1883.

FOR NEW YORK. The 3/3 L.L.I. German Ship "Gustav Adolph,"

SEKMAN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, October 25, 1883.

FOR SAN FRANCISCO. The 3/3 L.L.I. British Ship "Charles Bell,"

WATSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, October 2, 1883.

## WASHING BOOKS.

(In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.







disabled—the oil has doubtless been the means of saving the ship and consequently the lives of the crew. It is as well to place such instances, when well authenticated, on record. A vessel arrived here a few days ago in which the experiment was attended with marked success. The British barque *Sattara* was in the gale of the 8th October, that swept a large portion of the Coast of Japan, and on that day she had two or three tons of oil blown clean out of the boiler, and a new mizon-stayawl, afterwards hoisted, was immediately split. At this time the vessel made very bad weather, heavy seas in rapid succession sweeping the deck and drenching the cabin. Captain Jenkins then determined to try the oil experiment, and three canvas bags, full of oil were got over the weather side, and a few rods of a sail-needle having been given to allow the oil to escape. The rapidity with which the oil spread out to windward was astonishing, and was only equalled by the way in which the big sea one after the other, rising high and apparently about to break on the ship, were mowed by the oil suddenly seemed to collapse by the contact.

It may be judged from the commercial reports recently issued by some of our Consuls in China, a solution of the vexed question of the Indian opium trade may be expected in a comparatively short time. This solution, unhappily, does not take the form desired by those philanthropists who tell us year after year that we are forcing the pernicious drug upon the people of China against their will. The Chinese show no signs of a disposition to give up the use of opium. But they are overy becoming more keenly alive to the advantages of growing their own opium instead of importing it from India. The British Consul at Amoy reports that in the course of his official duties, the cultivation of the drug in that district is steadily and rapidly increasing; and he gives the significant reason that the mandarins, though very active in pointing out the manufactured drug for purposes of taxation, make no effort to enforce their prohibitions against the growth of the poppy. The report from Ichang is still stronger. The Consul there says: "It is reported that the growth of the poppy is extending both in Soochuan and in this consular district. If so, native opium will prove a still more serious rival to the Indian drug, and must be a constant supplant. No Indian opium is imported here; while the Soochuan opium is sold all over the empire, and competes even at the open ports on the east coast with the Indian drug." Now we may be willing, for moral ends, that the Indian Exchequer should lose some or even all the revenue it derives from the sale of opium, but where will be the advantage to the morality of China if the Chinese merely grow their own opium instead of buying it from India?—*St. James's Gazette*.

### MEETING OF LEGISLATIVE COUNCIL.

A meeting of the members of the Legislative Council was held this afternoon. There were present—His Excellency the Governor (Sir George Bowen); Sir G. Phillips, Chief Justice; the Hon. W. H. Mahe, Colonial Secretary; the Hon. E. L. O'Malley, the Attorney General; the Hon. A. Lister, the Colonial Treasurer; the Hon. P. Byrne; the Hon. J. M. Price, the Surveyor General; the Hon. F. B. Johnson, and the Hon. F. Stewart, Registrar General.

### THE PROPOSED RE-CONSTRUCTION OF THE LEGISLATIVE COUNCIL.

His Excellency—Hon. gentlemen of the Legislative Council, as you are already aware, I have strongly recommended that the unofficial members of your body should be increased in number, so that the community at large should be more adequately represented in the Colonial Legislature. The official correspondence which I now lay before you, will show how far the Secretary of State for the Colonies has adopted my recommendations. You will perceive that, in the future, there will be five instead of only two unofficial members; and that the Governor will, as a general rule, be appointed on the nomination of the Chamber of Commerce, and of the Bench of Justices of the Peace. I shall make the new appointments, and I shall summon the re-constructed Council to meet for the despatch of business, as soon as I shall receive Her Majesty's Order in Council, giving me formal authority for this action—that is, I hope, in the course of five or six weeks from the present date. A considerable number of legislative measures and of public works, will be proposed during the ensuing session. Full information respecting the details of the proposed re-constitution of the Council, will be contained in the address with which I intend to open the session. And now, hon. gentlemen, in taking leave of the Council as at present constituted, I desire to express my deep sense of the loyal support which I have always received from you, and of the benefit which you have conferred on the Colony by your constant and enlightened attention to your public duties.

The Hon. P. Byrne said—Your Excellency, I think it is my duty to express to you the gratitude of the present unofficial members of the Council, and of the community generally, for the address which has been so successfully completed in reforming this Council on the basis you propose to me. I think it will be a benefit to the Colony in many ways. It will enable your Excellency to ascertain, perhaps more accurately than was formerly the case, the belief of the various sections of the community. It will also be of assistance to your Excellency in dealing with the finances. I think sometimes in the meetings of the Finance Committee that the presence of one or two members of the community outside the official circle would be of considerable advantage. In many other ways, I think the change which you have now decided to make, and for which you have the approval of Her Majesty's Secretary of State, will be a boon to the community.

The following are the despatches referred to by the Governor—

The Governor to the Secretary of State, (Government House).

Hongkong, 14th July, 1883.

My Lord.—In my despatch No. 59 of the 4th instant, I stated that it would shortly be my duty to submit, for your Lordship's consideration, certain urgently required amendments of the defects in the political constitution of this Colony, which would produce much official inconvenience and much public discontent.

It will, perhaps, be convenient that I should in this place request your Lordship's attention to my reply to a recent despatch from the Chamber of Commerce at Hongkong, in which I have briefly explained my views as to both the financial and the political position of this Colony. The reply was as follows:

"Gentlemen, I have great pleasure in receiving this despatch from the Chamber of Commerce, the most important public body in Hongkong; which is celebrated not less as a great emporium of trade, than as a Naval and Military Station of the first class. I will always be like my duty as Governor, to carry out with the greatest attention to my representations which may from time to time be laid before me by gentlemen who have so large a stake in this Colony, and such a well-informed appreciation of its circumstances and requirements."

"I have listened with attention to the arguments which have now been laid before me, and I have perused with care the former letters from the Chamber of Commerce to the late Administrator of the Government on the subject of the Light Dues."

"I understand aright, the main argument in favour of the abolition or reduction of what is termed the 'Taxation of Trade' is, that as Hongkong is a Free Port, it is illogical that Light, or other Port Dues should be so levied as to produce a revenue over and above the necessary departmental expenditure. In other words, it appears to be contended that, for example, the Light Dues should merely cover the cost of their collection, and the maintenance of the Light-houses."

"Now, Gentlemen, I am ready to admit that there is much logical force in this argument. But, unfortunately, all practical experience shows that the world never has been governed, and never will be governed by pure logic. There are manifold anomalies and inconsistencies in the fiscal systems of all countries."

"The real practical question for consideration is one to which I gave my attention immediately after my arrival in this Colony. It is this: Is the revenue of Hongkong such as to enable the Government to meet the necessary expenditure, with the reduction of any existing tax in practice without incurring an equivalent in some new form of taxation?"

"The Colonial Secretary and Auditor General (Mr. Marsh), whose accuracy and impartiality are known to all, has furnished me with the following facts and figures on this subject:

"The balance of assets is, in round numbers, \$1,150,000. Now, without taking into account the collection of all duties, and the winding up of the Praya, which I should much like to see taken in hand as soon as possible, the Public Works already commenced, or urgently needed, such as the Water-Works, the extension of the Gaol, the new Central School, the necessary repairs to the Police Barracks, and the new Water Police Station, with its appurtenances, are estimated to require, in round numbers, \$1,500,000. To this amount we must add the sanitary expenditure which is considered by Mr. Chadwick (the civil engineer recently sent from England to report on the sanitary condition of the Colony), to be absolutely necessary to ward off the imminent danger of a severe epidemic. This expenditure is estimated at not less than \$1,200,000. It will be seen, therefore, that while the assets are only \$1,150,000, the necessary expenditure will be \$2,700,000, a sum equal to more than double the assets."

"Of course, there is the obvious alternative of following the example of most Nations and Colonies; by raising a moderate loan for public works of a permanent character, the whole burden of which cannot be fairly cast upon the present generation. I believe that Hongkong is the only community in the world which has not absolutely without a public debt. I am myself in favour of a loan of the character to which I have referred; but this is a question which must be decided by the Legislative Council, with the sanction of the Imperial Government."

"There is little prospect, under the circumstances, of the Imperial Government sanctioning any remission of taxation. Indeed, the Secretary of State has already delivered his decision in this matter in a Despatch (No. 170 of the 9th December, 1881) which has already been laid before the Legislative Council. It is laid before the Council, and it is not indicated that it will require careful and detailed consideration; but, at present, while there are many much needed public works still to be undertaken, I should not be ready to sanction any measure diminishing the sources of revenue."

"Such being the broad state of the case, it would be superfluous for me to enter at present upon any minute examination of the details of all the subjects to which my attention has been directed. I may, however, observe that the proposed reduction of the Light Dues raises a somewhat difficult and delicate question. I am advised that the reduction of the Light Dues is regarded as an equivalent for the non-payment by them of the Light Dues; and that if the latter are reduced it would be equitable that the former should be reduced also. Now the Light Dues and Junk Licenses together produce an annual revenue of about \$45,000, and if it is to be found that the former cannot afford to be reduced, it will be necessary to find some other means of disposing with any portion of this sum."

"Again, it should be remarked that Light Dues at Hongkong are only 1 cent per ton of the shipping, whereas at Singapore, which is also a Free Port, they amount to 1½ pence per ton, i.e., three times as much as here. The Light Dues at Hongkong are thus superior to be still higher than at Singapore. It should be remembered, moreover, that the Colony of Hongkong appears to pay in aggregate taxation less per head of its population than any other British Colony of importance."

"I refrain from going further into details at the present moment. It is obvious that, after the decision of the Imperial Government referred to above, the Governor would not be justified in taking steps towards the reduction of taxation, without previous authority from home, even if he were now convinced that I can confess myself to be that much a reduction, however desirable and logical in itself, is just over within the scope of practical politics. But if the Chamber of Commerce will present me with a full statement of its views and wishes, I shall have much pleasure in transmitting that statement to the Colonial Secretary, where it is sure to receive the respectful attention to any communication emanating from so important a body."

"Perhaps, however, the Chamber may prefer to raise this question, and the many-fold questions connected with it, submitted, in the first instance, to the deliberations of a re-constructed Legislative Council. For, in conclusion, Gentlemen, I may take this opportunity of stating that I have satisfied myself that the present constitution of the Legislative Council of this Colony is wholly inadequate for the proper discharge of its duties, and that the community at large will be better represented and satisfied, while the Government will be more fully informed, and, at the same time, strengthened by the weighty support of public opinion, if the Unofficial element is considerably increased."

At the present moment there are really only two Unofficial Members. I shall propose forthwith to Her Majesty's Government that for the future there shall be six Unofficial Members; and that the system which has worked successfully in Ceylon should be adopted also here. I mean that two of those six members should be, as a general rule, appointed on the recommendation of the Chamber of Commerce, and one more at least on the recommendation of some other public body, such as the Bench of Justices of the Peace. One of the six Unofficial Members should be chosen from among our Chinese fellow subjects. It will be remembered that representatives of the native communities have for many years past held seats in the Legislatures of British India, Ceylon, New Zealand, and the Straits Settlements."

"Without going further into details at present, I believe that you, Gentlemen, will agree with me in thinking that a system of the nature thus shadowed forth will confer on the Colony most of the advantages, without any of the drawbacks of popular election; which, for obvious reasons, is impracticable in this Colony. The community, circumstances, and the nature of Hongkong, should the Imperial Government sanction my proposals, I feel confident that the Colonial Government and Legislature will derive valuable assistance from the knowledge and ability of the gentlemen recommended by the Chamber of Commerce and the Bench of Justices of the Peace, who will have no object in view but the general welfare of the Colony; and I am sure that we shall all work together cordially towards that common object."

"I hope to address your Lordship before long, and in full detail on this subject. In the present despatch I propose to confine myself to an explanation of the reforms in its political constitution which are required for the purpose of removing the mischievous and irritating anomalies which now exist; of placing the Executive and Legislative Councils of the Colony on a footing similar to that held by those bodies in other Crown Colonies; and of securing at once greater concord and efficiency in the Administration of the Government, and the weighty support of enlightened public opinion."

"First, with regard to the Executive Council, I would observe that, on my first arrival here, I found that this body, during several years past, has been summoned to meet only at long and uncertain intervals. In all other Colonies with which I am acquainted, whether possessing Parliamentary Government or not, the Executive Council meets at least once a week. I forthwith directed the adoption of this rule; and my Executive Council now meets every Wednesday. It will be recollected that the Queen's Instructions to the Governor, which I have already laid before the Council, require that the Governor should not proceed to inspect the Troops also under his command at Singapore. It is, at all events, certain that there is no even plausible reason for this flagrant anomaly in a Military Station which has been called 'the Gibraltar of the East.' As it has been already recommended, I propose that the Governor should not proceed to inspect the Troops also under his command at Singapore. 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## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ, ISMAÏLIA,  
PORT SAÏD, SYRIAN, ROMETS,  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA,  
ALSO,  
PONDICHERY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON TUESDAY, the 6th November,  
1883, at Noon, the Company's  
S.S. *ANADYR*, Commandant Lecomte,  
with MAILED PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted  
in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon of 6th November.

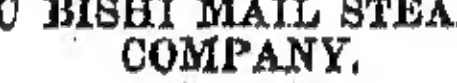
Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 6th November. (Parcels are not to be  
sent on board; they must be left at the  
Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, October 25, 1883. not5



STEAM TO NAGASAKI AND KOBE,  
VIA INLAND SEA.  
(Taking Cargo and Passengers for YOKO-  
HAMA AND VLADIVOSTOK.)

THE S.S. *KUMAMOTO MARU*, Capt.  
DAIJIRO, due here on or about the  
10th instant, will be despatched as above  
about SATURDAY, the 10th November.

Cargo received on board and Parcels at  
the Office up to 1 p.m. of day of sailing.  
No Bill of Lading signed under \$2  
Freight.

All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.

CARGO AND PASSENGERS for Yokohama  
will be transhipped to the Shanghai Mail  
Steamer at Kobe, and for Vladivostok at  
Nagasaki.

For further Particulars, apply at the  
Company's Office, Praya Central, Ground  
Floor of Messrs Russell & Co.

H. J. H. TRIPP,  
Agent.

Hongkong, November 1, 1883.



STEAM FOR  
SINGAPORE, PENANG,  
COLOMBO, ADEN, MARSEILLES,  
MALTA, GIBRALTAR,  
BRINDISI, TRIESTE, VENICE,  
AND LONDON.

ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERMAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
*ROHILLA*, Captain W. BARRATT, with  
Her Majesty's Mail, will be despatched  
from this Port for LONDON direct via SUEZ  
CANAL and usual Ports of Call, on  
TUESDAY, the 13th November, at 4 p.m.

Cargo will be received on board until  
10 a.m. on the day of sailing.  
Parcels and Specie (Gold) at the Office  
until 10 a.m. on the day of sailing.

For further Particulars, regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR & ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bill of Lading.

N.B.—This Steamer takes Cargo and Pas-  
sengers for MARSEILLES.

E. L. WOODIN,  
Acting Superintendent.

Hongkong, November 1, 1883. not3

OCCIDENTAL & ORIENTAL STEAM-  
SHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S.S. *OCEANIC* will be despatched  
for San Francisco, via Yokohama,  
with the object of calling at Honolulu,  
on SATURDAY, the 17th November, at  
3 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and name will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

RETURN PASSENGERS.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Free-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Custom-  
s, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 504, Queen's Road Central.

F. E. FOSTER,  
Agent.

Hongkong, October 27, 1883. not7

## Hongkong Rates of Postage.

(Revised January 1st, 1882.)

In the following Statements and Tables  
the Rates are given in cents, and are, for  
Letters per half ounce, for Books and  
Patterns, per two ounces.

Newspapers over four ounces in weight  
are charged as double, triple, &c., as the  
case may be, but such papers or packets of  
papers may be sent at Book Rate. Two  
Newspapers must not be folded together as  
one, nor must anything whatever be inserted  
except bona fide Supplements. Printed  
matter may, however, be enclosed, if the  
whole be paid at Book Rate. Prices Cur-  
rent may be paid either in Newspapers or  
Books.

Commercial Papers signify such papers  
as, though written by Hand, do not bear  
the character of an actual or personal cor-  
respondence, such as invoices, deeds, copied  
manuscripts, &c. The charge on them is the same  
as for books, but, whatever the weight of  
a packet containing any partially written  
paper, it will not be charged less than 5  
cents.

The sender of any Registered Article  
may accompany it with a Return Receipt  
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-  
mercial Papers for Foreign Post Offices is  
4 lbs. Patterns for such offices are limited  
to 8 ounces, and must not exceed these  
dimensions: 8 inches by 4 inches by 2  
inches.

Countries of the Postal Union.

The Union may be taken to comprise  
Europe, all foreign possessions in Asia,  
Japan, W. Africa, Egypt, Mauritius, all  
N. America, Mexico, Salvador, Brazil,  
Peru, Chili, Venezuela, The Argentine  
Republic, Jamaica, Trinidad, Guiana,  
Honduras, Bermuda, Labuan, Hawaii, with  
all Danish, French, Netherlands, Portu-  
guese and Spanish Colonies.

Countries not in the Union.—The chief  
countries not in the Union are the Aus-  
tralian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—  
Letters, 10 cents per ½ oz.  
Post Cards, 3 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 2 oz.

Comm. Papers,  
There is no charge on redirected corre-  
spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and  
Fiji, via Torres Straits, Letters, 10; Re-  
gistration, 10; Newspapers, 2; Books and  
Patterns, 2; Via Suez, Letters, 25; Re-  
gistration, 10; Newspapers, 2; Books and  
Patterns, 2.

Natal, the Cape, St. Helena, Ascen-  
sion, Bolivia, Letters, 25; Registration,  
10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates  
(Letters, Post Cards, &c.)  
Letters, 10 cents per ½ oz.  
Post Cards, 3 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 2 oz.

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Postage to Non-Union Countries.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the  
Harbour C. or D. in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.  
2. From Gas Works to the P. and O. Co.'s Factory.  
3. From P. and O. Co.'s Factory to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Pedder's Wharf.  
6. From Pedder's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

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Section.

## Her Britannic Majesty's Ships in the China Squadron.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

For Foreign men-of-war actual measurement, tonnage and nominal horse powers are given.

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2. From Gas Works to the P. and O. Co.'s Factory.  
3. From P. and O. Co.'s Factory to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Pedder's Wharf.  
6. From Pedder's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

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